

MADRAS RECORD OFFICE.

Government of Madras.

Marine

DEPARTMENT.

G.O. No. 368

Press
~~Mis.~~

Dated

17-9-

1858

Not to be folded or roughly handled

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Fort Saint George, Marine Consultation, 21st September 1858.

No. 3. * From J. J. FRANKLIN, Esq., Superintendent of Marine; to T. PYCROFT, Esq., Chief Secretary to Government, Fort Saint George, dated 14th August 1858, No. 3187.

SIR,

I have the honor to acknowledge receipt of Extract Minutes of Consultation, 31st Ultimo, No. 299, which reached the Office on the 6th Instant, in which the Government pass preliminary orders on the working of Act XXI of 1858, for the control of Native Passenger Ships and Steam Vessels carrying Passengers Coastwise.

2. With reference thereto, I beg to submit the accompanying Notification, which it will be necessary to publish, fixing the Ports from which it will be lawful to convey Passengers to the Red Sea or Persian Gulf; the Officers authorized to see that the Act is carried into effect; the Fees to be charged for surveying; and the calculated duration of the several voyages to be provided for.

3. The only places at which pilgrim Ships touch on that part of the Western Coast under this Presidency, are Cochin, Calicut and Tellicherry. None are said to resort to the Ports in Canara.

4. Referring to para : 7 of the Extract under reply, I am of opinion that it is not necessary to provide in the Notification for any substitutes for the diet required by the Act. Rice is the general food on Board Ship, and one pound of it per day can hardly be replaced by any other food more wholesome or better adapted to the habits of Native Passengers.

5. Adverting finally to the grant of Certificates to Steamers carrying Passengers on Coast- ing voyages, I have to submit that the Collectors of Sea Customs or their Covenanted Assistants appear to be the proper Officers to issue them, and that the Superintendent of Marine should be the intermediate authority vested with control under Section 26 of the Act. At present the "Manchester" is the only Steamer likely to be employed in this manner, and she has been licensed under the instructions conveyed in Extract Minutes of Consultation, of the 29th June 1858, No. 799, transmitted to the Collector of Tinnevely through the late Marine Board.

6. On the publication of the Notification now forwarded, with such amendments (if any) as the Government may see fit to introduce, I purpose issuing the accompanying instructions for the guidance of the Officers whose duty it will be to see the provisions carried into effect.

Instructions to Officers appointed to carry out the provisions of Act XXI of 1858, as far as relates to the conveyance of Native Passengers to the Red Sea or Persian Gulf.

Vide Section I. 1. By Section 6 the Master of a Native Passenger Ship, within the meaning of the Act, is to give not less than three days' notice of his intention to carry Passengers to the Red Sea or Persian Gulf.

2. The Officer charged with enforcing the observance of the Act will then, either survey her himself, or appoint some one to survey her at the expense of the Ship, and ascertain (*vide* Section 9,) that she is seaworthy, properly manned, equipped, fitted and ventilated, and has nothing on board to prejudice the health or safety of the Passengers.

3. The surveying Officer will likewise ascertain, and note in his report, the area and cubical contents of the space to be appropriated to the Passengers between decks, as well as the superficies of the upper deck. In accordance with this report, limited by the proportion of two persons (including Crew) to 3 tons of the Vessel's burden, will be the number of Passengers the

For each adult passenger.

9 Superficial feet }
54 Cubical do. } on lower deck.

4 Superficial feet on upper deck.

Vessel will be allowed to carry, which should be intimated to the Master.

4. The number to be conveyed being on board, with the requisite provisions and water, the Master is required under Section XI to deliver two lists of his Passengers to the Supervising Officer, who is then to proceed on board, and after mustering them and satisfying himself that the lists are correct, to return one to the Master countersigned by himself.

5. He is at the same time to examine the water, fuel and provisions, and, if in his opinion all the requirements of the Act have been complied with, he will hand to the Master a Certificate

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to that effect in the form hereto appended, copy of which is to be sent to the Superintendent of Marine through the Collector of the district for his information.

6. Section 19 renders it penal to bring any number of Passengers from Ports in the Red Sea or Persian Gulf in excess of that allowed by the Act; and by Section 31 the Chief Officer of Customs at any other Port than those named in the Government Notification of the— is authorized to take proceedings against Masters or Owners so offending.

Certificate
of the
Arab Barque Rahimany of Judda.
480 Tons. :
Permitted under Act XXI of 1858, to carry 285 Native Passengers.
Owner's name... .. Mahomed Ali.
Place of Residence... .. Judda.
No. of Officers... .. 4
No. of Crew... .. 35
No. of Native Passengers actually embarked. 250
Space between decks, Square feet... .. 2,565
" " Cubic feet... .. 15,390
Provisions } Quantities to be here stated.
Water }

This is to Certify that the above named Vessel, whereof is Master for the present voyage Saliman Ali, has complied with the requirements of Act XXI of 1858, and is permitted to proceed on her voyage to Mocha.

Cochin, 10th August 1858.

Signature.
Collector of Sea Customs.

1. The Right Honorable the Governor in Council hereby notifies that under Section 2 of Act XXI of 1858, Cochin, Calicut and Tellicherry will henceforth be the only Ports on the Malabar Coast from which it will be lawful to convey Passengers in Native Passenger Ships to the Red Sea or Persian Gulf.

2. The Masters Attendant at Cochin and Calicut, and the Superintendent of Sea Customs at Tellicherry are appointed to carry out the provisions of the Act.

3. The following shall be calculated as the duration of voyage from any of the three Ports named.

To Muscat...	5 Weeks.
" Other Ports in Persian Gulf...	6 "
" Mocha...	6 "
" Judda...	8 "
" Calcutta...	5 "
" Singapore...	6 "

4. The Certificates required by Sections 3 and 21 shall be granted by the Collectors of Sea Customs, or their Covenanted Assistants; and the controlling authority shall be vested in the Superintendent of Marine.

5. The fee for the survey of Native Passenger Ships shall be fixed at that authorized in Section 22 for the survey of Steamers; namely, (20) twenty Rupees.

No. 4. From W. FISHER, Esq., Collector of Canara; to T. PYCROFT, Esq., Chief Secretary to the Government, Fort St. George, dated Mangalore, 21st August 1858, No. 58.

SIR,

I have the honor to acknowledge receipt of Extract Minutes Consultation, No. 299, under date 31st July 1858, and to state with reference to para: 6 that Passenger Vessels leaving the Ports of Malabar for the Red Sea or Persian Gulf seldom or never put in at any of the Ports of this Dis-

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trict, and that I have no means of judging of what may be the average duration of the voyages made by these vessels, though from the proximity of the Malabar Ports, it may be safely calculated as in Malabar itself.

Under these circumstances I am not in a position to state how far, and to that what extent, substitution is called for regarding food, (Section XVII,) but I believe that supervision in this respect will seldom be called for, as Native passengers almost invariably provide their own supplies of food when undertaking a voyage.

Although it is very improbable, judging from the past, that this Act (No. XXI of 1858) will be put in force in this District, yet it is of course possible that Pilgrim ships may occasionally touch at some one of the Ports of Canara, under circumstances which would render an enquiry very desirable, or even absolutely necessary: and I therefore beg to state, for the information of Government, that there is no person on this Coast who can be called a competent Surveyor or could undertake the duties enumerated in Section IX, unless Mr. Lowry, now Assistant Executive Engineer, be allowed to tender his services. If not properly qualified, he is certainly better informed on matters connected with ships than any other individual in this District, and would know where to look for evidence on most point which constitute unseaworthiness.

No. 5. From P. GRANT, Esq., Acting Collector of Malabar; to T. PYCROFT, Esq., Chief Secretary to Government of Fort Saint George, dated the 28th August 1858, No. 116 of 1858.

SIR,

I reply to Extract Minutes Consultation, dated 31st July 1858, regarding the orders passed by Government on the working of Act 21 of 1858, for the regulation of Natives Passenger Ships, &c., I beg to state 1st that the only Ports in this District from which Native Ships of the nature adverted to should be allowed to sail are Cochin, Calicut, Quilandy, Tellicherry and Cannanore.

2. At Cochin and Calicut the Master Attendants, and at the other Ports the Sea Custom Managers, are the authorities who ought to be authorized by Government under the power vested in them by Section 5 to grant the required certificates to the Commanders.

3. At present no Master Attendant stands appointed to Calicut, and until the vacancy is supplied the Sea Custom Manager should be vested with the requisite powers.

4. With the exception of the Sea Custom Manager of Quilandy, who might very soon learn the duty, all the other officials mentioned understand the mode of surveying ships.

5. Cannanore and Quilandy are the only two Ports where there are no European Magistrates, and it is therefore for the consideration of Government to determine, whether as the former place is only 12 Miles from Tellicherry and the latter 15 Miles from Calicut, there is any necessity for authorizing the Managers of those ports to grant certificates.

Under 50 Tons.....	Rupees	7
50 Tons and under 100.....	"	11
100 " " 150.....	"	15
150 " " 200.....	"	19
200 " " 250.....	"	27
300 and upwards.....	"	30

	Days.	
Calicut to Aden.....	28	7. The average durations of voyages
Ditto. to Mocha.....	30	from the Ports in this District to those on the
Ditto. to Juddah.....	44	Arabian coast to which most of the Passenger
Ditto. to Persian Gulf.....	45	Ships go are given in the margin.

8. Ships sailing direct to Juddah where most of the Pilgrims disembark, take on an average 30 days to accomplish the voyage, and these ships are the only ones which are likely to be crowded, and to require to be looked after most strictly.

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9. It does not appear that any substitution of articles for those entered in Section 16 of the Act is required as the practice of passengers is to carry their own provisions, the Ship's Commander contracting to supply them with water and firewood.

10. The provisions which the passengers generally carry consist of rice, wheat and rice, flour ghee, curry stuff and salt.

No. 6. ORDER THEREON, No. 367; dated 17th September 1858.

These letters are replies to Extract Minutes Consultation in this Department, No. 299, dated the 31st July last, regarding the arrangements to be made for working Act, No. XXI of 1858, or the Act for the regulation of the "Native Passenger Ships" commonly known as "Pilgrim Ships," and of "Steam Vessels intended to convey Passengers on Coasting Voyages."

2. The Act provides (Section II) that no Native Passenger Ship shall proceed upon any Voyage to which the Act extends (that is, Voyages between Ports and Places under the Government of the East India Company and Ports and Places in the Red Sea or Persian Gulf,) except from such Ports and Places as the Government may from time to time appoint. The Superintendent of Marine would name the Ports of Cochin, Calicut and Tellicherry. To these the Acting Collector of Malabar, adds Quilandy and Cannanore. These five Ports are therefore approved by Government as Ports for the purposes of the Act. It is observed that there is no passenger traffic of the description under notice, from any of the Ports in Canara.

3. The third Section provides that the Master of the Ship shall not proceed on his Voyage before obtaining a Certificate from an Officer authorized to grant the same; and such Officer is to be appointed by the Government (Section V.) Notice of the proposed day of sailing, destination, &c., is to be given to this Officer at least *three days* beforehand by the Master of the Ship, and the Officer is empowered in person or by deputy to enter and inspect the Ship, the fittings, provisions and stores therein, and he may further "if he think fit, cause the Ship to be surveyed at the expense of the Master by a competent Surveyor, who shall report if the Ship is seaworthy." The Superintendent of Marine recommends that the Collector and his Assistants be the Officers authorized to grant Certificates.

Mr. Grant thinks it might be left to the Master Attendant, or where there is no such functionary, to the "Sea Customs Manager."

The latter suggestion is approved. The Superintendent of Marine will furnish a copy of his proposed instructions to the Masters Attendant at Calicut and Cochin, and send copies to the Collector for communication to the Sea Customs Manager. The Acting Collector reports that, except at Quilandy, where the Sea Customs Manager might very soon learn the duty, all the other officials mentioned understand the mode of surveying Ships.

4. The Fee for the "Survey" should in each case, the Superintendent of Marine suggests, be fixed at Rs. 20, the limit of the Fee (Section XXII) required in the case of Steam Vessels. The Government would prefer the graduated scale recommended by the Acting Collector which begins at Rs. 7, being the same as that laid down for the measuring any Vessel, under Act VII of 1858.

5. The Government resolve further to adopt the Collector's estimate as to the average duration of Voyages, and the following Notification will accordingly be published in the Fort St. George Gazette accompanied by translates in Hindoostani and Malayalam.

"Whereas it is lawful for the Governor in Council by Proclamation, to be issued for that purpose and published in the Government Gazette, to declare what shall be deemed for the purposes of the said Act, the duration of the Voyage of any Native Passenger Ship from any Port or Place to any other Port or Place, he hereby declares that from the Ports of Calicut, Cochin, Tellicherry, Quilandy and Cannanore, the duration of the Voyage of any Native Passenger Ship to the undermentioned Ports shall be deemed to be as follows, viz:

To Aden.....	28 days.
„ Mocha	30 days.
„ Juddah.....	44 days.
„ Judda, if no intermediate Port is touched at....	30 days.
„ any Port within the Persian Gulf.....	45 days.

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The Masters Attendant at Cochin and Calicut and the Sea Customs Managers at Tellicherry, Quilandy and Cannanore, are appointed to carry out the provisions of the Act as regards Native Passenger Ships and to grant the Certificates required by Section III of the Act.

6. Section XVII. No orders are called for.

7. Sections XXI to XXVI. In regard to Steam Vessels, it is observed that there is only one now employed Coastwise. The regulation of Steamers will be left at Madras to the Superintendent of Marine, and in the Provinces to the Collectors of Sea Customs acting under his control.

8. Copies of the Act with translations in Hindustani and Malayalam will be forwarded to the Political Resident and Commandant at Aden, the Resident at Bushire and the Acting Vice-Consul at Judda, and at the Chief Ports on the Persian Gulf, and, in reference to Section XIX, they will be requested to cause the Act to be translated into the Vernacular languages of their Stations, and to cause its provisions to be made known to the Masters of Vessels carrying Native Passengers from their Ports to those of British India.

(Signed) T. PYCROFT,

Chief Secretary.

CIRCULAR.

No. 7. To the Political Resident at Aden, dated Fort Saint George, 17th September 1858, No. 368.

SIR,

I am directed by the Governor in Council to forward the accompanying 3 copies, with translations in Hindustanee and Malayalam, of Act, No. XXI of 1858, of the Legislative Council of India for the Regulation of Native Passengers' Ships and of Steam Vessels intended to convey Passengers between the Ports within the territories of the East India Company and those in the Red Sea or Persian Gulf; and, in reference to Section 19, to request that you will be pleased to cause the Act to be translated into the Vernacular languages of the stations under your jurisdiction, and its provisions to be made known to the Masters of Vessels carrying Native Passengers from thence to the Ports of British India.

(Signed) T. PYCROFT,

Chief Secretary.

The same to the Resident at Bushire.

„ „ Acting Vice Consul at Juddah.

Exd. J. A. Wilson.

Supp-29th 10/58

Maine Department

No 368.

To
The Political Resident and Commandant
at Aden

Sir,

I am directed by the Governor
in Council to forward the ac-
companying 3 copies, - with
translations in their own
and Malayalam, - of Act, No XXI of
1865, of the Legislative Council of
India for the regulation of Native
passenger ships and of steam
vessels intended to convey pas-
sengers between the ports within
the territories of the East India
Company and those in the
Red sea or Persian Gulf; and,
in reference to Sec. 15, to request
that you will be pleased to
cause the Act to be translated
into the vernacular languages
of the stations under your
jurisdiction, and its provisions

to be made known to the Masters
of Vessels carrying Native passengers
from thence
to the ports of British India.

Fort George
17 September 58

Similar letter to be sent to

The Resident at Bushire

The Acting Vice-Consul at Lussah

Sept 29/10

[Signature]

Note- The transmission of the above
letter was delayed on account
of the Hindustani Translation
of the Act. the printing of which
was only completed on the 28/10

Marine Letter to Congress
5th November 1st of 1838
Paris.

My dear Mr. Webb
Marine 1838 Departure

No 368

For
The Political Resident
and Consul General
at Aden.

Letter of 19 Sept 1838.

Recd 12th March
1839 N 2130

Copying certain orders
on the letter from the Dept
of Marine, Director of Commerce,
or Collr. In relation regarding
the arrangements to be made
for visiting port of XXXX
of 1838 or the act for the re-
gulation of the native shipping
ships' Community known as
"Oghrim ships" and of "
Steam Vessel introduced to
Commerce

Comrey, Engineers on coast
ing, engaged "and obstructing
the collection of duties
in the official Gazette
accompanied by a translation
in the Indian and
Malayalam and forward-
ing copies of act of 1838
of 1838 to the Political
Resident and Consul General
at Aden and other Officers